

Intimations.

WM. POWELL LTD.,
ALEXANDRA BUILDINGS.

LACE CURTAINS

Large Variety.

3 yds.	\$ 2.30 to \$ 6.00 a pair.
3½ yds.	3.75 to 9.50 "
4 yds.	4.75 to 10.50 "
4½ yds.	6.75 to 18.50 "
5 yds.	10.00 to 21.00 "

MUSLIN CURTAINS

Splendid Selection.

80 cents to \$2 a yard.

Madras (White & Ecu).

Book.

Flowered Book.

Coloured Madras.

Insertion Muslin.

POWELL'S HONGKONG.

Hongkong, 25th August, 1906.

Intimations.

K. A. J. CHOTIRMALL & CO.,
8, D'AGUIAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and Japanese Silk Goods.
Just Arrived.

SOCKS (Linen) LADIES' AND GENTLEMEN'S.
GENTLEMEN'S SILK UMBRELLAS.
SILK KIMONOS, LADIES' BLOUSES AND SHAWLS.
SANDALWOOD BOXES (INLAIN).
HANDKERCHIEF BOXES, GLOVE BOXES.

MONEY BOXES, &c.
LINEN HANDKERCHIEFS, JAVA SHIRTS.
MANDARIN COATS, COTTON SHIRTS.

SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906.

HONGKONG JOCKEY CLUB.

MEMBERS wishing to SUBSCRIBE for "SUBSCRIPTION" GRIFINS for our next Race Meeting are requested to notify the Undersigned before SATURDAY, the 8th September next.

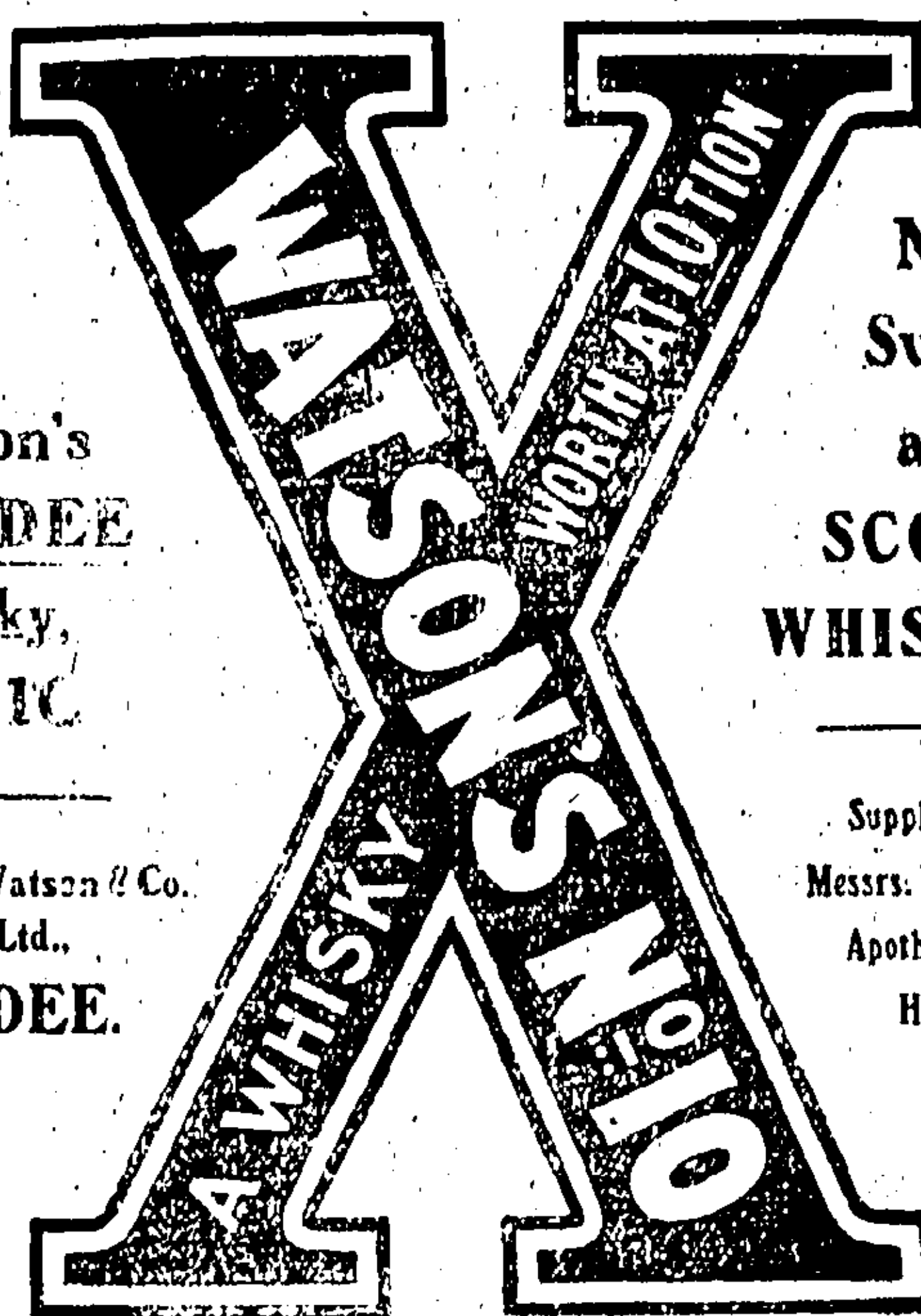
By Order.

T. F. HOUGH,
Clerk of the Course.

Hongkong, 29th August, 1906.

ASK for
Watson's DUNDEE Whisky, No. 10

James Watson & Co.
Ltd.,
DUNDEE.



No. 10.
Supreme among
SCOTCH WHISKIES.

Supplied by
Messrs. Watkins, Ltd.,
Apothecaries' Hall,
Hong Kong.

A. CHAZALON & CO.

THE PUBLIC HEALTH AND BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a Commission has been appointed to enquire into and report on the following matters, viz:—

- Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1913, as now carried out is satisfactory, and, if not, what improvements can be made.
- Whether any irregularity or corruption exists or has existed among the officials charged with the administration of the aforesaid Regulation.

The Commission earnestly invite the inhabitants of Hong Kong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the Undersigned.

Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commission makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order.

W. BOWEN ROWLANDS,
Secretary.

Hongkong, 6th July, 1906.

RAILROAD HELP WANTED.

BY THE KWANG TUNG MERCANTILE ADMINISTRATION OF THE YUET-HAN RAILWAY COMPANY, LIMITED.

In the Kwang Tung section, Chinese Civil Engineers or Engineering Students having experience in Railroad preliminary, location and construction. Must be capable of handling any kind of Railroad Instruments on field work.

Address applications, giving training, references, experience and samples of work, to—

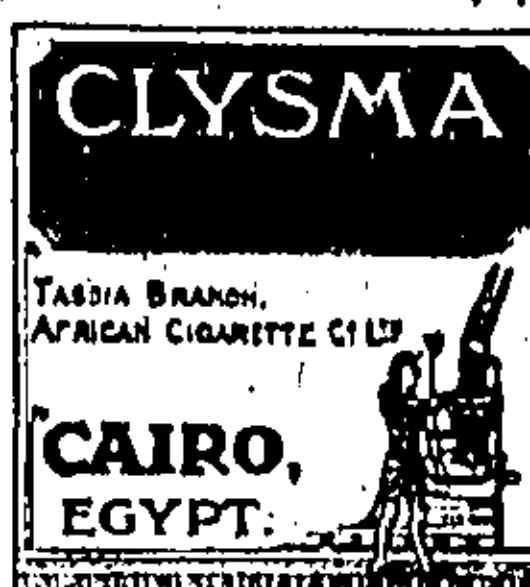
H. E. CHANG,
President of the Kwang Tung Mercantile Administration of the Yuet-Han Railway Company, Limited.

Canton, 15th August, 1906.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that AFRICAN CIGARETTE COMPANY, LIMITED, Registered Office, Cecil Chambers, 86, Strand, London W.C., England, Tobacco Manufacturers, has on the 19th day of June, 1906, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—



in the name of AFRICAN CIGARETTE COMPANY, LIMITED, who claim to be the sole proprietors thereof.

The Trade Mark is intended to be used by the applicants forthwith in respect of the following goods:—

MANUFACTURED TOBACCO, IN CLASS 45. Dated the 2nd day of August, 1906.

DENNIS & HOWLEY,
Solicitors for the Applicants

NIKKO CO.

WHOLESALE AND RETAIL DEALERS, in all kinds of

JAPANESE FINE ART CURIOS, TEA SETS, and SATSUMA WARE.

At Moderate Prices.

Orders Promptly Executed.

No. 5, ARSENAL STREET,
Hongkong.

Hongkong, 28th April, 1906.

THE PHILIPPINE PESO.

REASONS FOR RE-COINAGE.

The following is the endorsement in full of Treasurer Branigan, referred to by Governor General Ide in his letter to the Committee of Philippine Interests, reproduced in the *Telegraph* of Sept. 1, regarding the proposed re-coinage of the Philippine peso. As an adequate exposition of the principles involved it is worthy of careful study by all Americans; that they may be able to correct any erroneous impressions regarding it among the Filipinos.

August 20, 1906.

Respectfully returned to the Honorable Governor-General.

In accordance with your request, I have the honor to submit the following comments upon the remarks set forth in the petition of the Committee of Philippine Interests that the Philippine Commission refrain from taking any action in regard to the re-coinage of Philippine currency at a lower fineness, authority for which was given in the recent Act of Congress.

Were it not inconsistent with our general attitude to ignore or pass over lightly the discussion of questions of vital importance to the people the petition of the Committee of Philippine Interests might well be passed over in silence, for it is supported by arguments and statements revealing a complete misunderstanding not only of our own currency system but of financial affairs in general. Representing as it does, however, an apparently conscientious effort to arrive at the truth according to the light given, it is thought best to attempt to clear up some of the misunderstandings involved by a very simple statement of the facts under consideration.

Previous to the last quarter of the nineteenth century the ratio between silver and gold was fairly constant at a ratio of from 14 to 15 of silver to one of gold. The only limit set on the amount that could be coined was the limit of production. In other words, as far as the amount of the currency in circulation was concerned people were at the mercy of the forces engaged in the production of the precious metals. As fast as they were mined, that portion not used in the arts was coined, consequently the face value of the coin was at all times a very close approximation of its bullion value.

The supply of the metals did not always keep pace with the needs and many hardships were entailed thereby. The phenomenal influx of gold and silver incident to the opening up of the fabulous mines of the new world wrought many economic changes though they were few who saw clearly the relation between these changes and the increased amount of currency occasioned and none who divined a remedy.

It was during these long years when the amount of money in circulation was limited by the productiveness of the mines of silver and gold that the principles were formulated which are quoted in substantiation of the position of the Committee of Philippine Interests. Such, for example, as—"all legal money must have a metallic value exactly equivalent to its nominal value," and "the king cannot reduce the weight or fineness of the currency without the consent of the people."

There were ample grounds then for the formulation of the latter principle for the king only resorted to a reduction in fineness or weight when the people refused to lend sufficient support in the form of taxes with which he could carry out his arbitrary purposes. Such a reduction in weight and fineness was a "veritable falsification" for the stamp on the coin then simply certified the weight and fineness of the coin, and to force a coin upon the people with a lesser weight and fineness acted as a tax upon them without their consent.

Down to about 1870 the value of silver was fairly constant. At that time the silver in the United States dollar was worth \$1.027 and its coinage was discontinued. In 1870 to 1871 there were discovered in the United States the most remarkable deposits of silver known in the history of the world. At the same time new methods of extracting silver from combination ores were also discovered and the result of these two factors was that the value of the silver in the United States dollar fell in three years from \$1.027 to \$89 and within 13 years to \$73. The general trend of the price of silver was downward until 1902, when it reached the lowest known price; about 22-1/4 d. per ounce.

It was obviously impossible to continue the free use of silver as a standard of value for the one essential feature of a standard is its invariability. A yard stick of varying length is no more acceptable than a peso of varying value. So long as silver was freely used as a standard by which to measure the value of commodities, so long would changes in the price of silver manifest themselves in changes in the price of commodities. Many nations continued the use of silver in spite of the paralyzing effect it had upon their business interests. The great commercial nations of the world, however, almost immediately abandoned the free use of silver. England, foreseeing the trouble, abandoned its use as a standard coin about 1813, though she continued its use side by side with gold which was made the sole legal tender in quantities. In 1873 Germany established a national gold coinage and the United States relegated the silver peso to a position as subsidiary currency. In 1876 France was forced to adopt the same policy and since, Austria, Japan, and India have also gone upon a single standard or gold basis as it is called.

(Continued on page 6.)

CRIPPLED AT CRICKET.

OFTEN, AS IN THIS CASE, WHERE HOSPITAL TREATMENT FAILS
DR. WILLIAMS' PINK PILLS
SUCCEED.

"Whilst playing cricket one day during the year 1899," said Mr. Gilbert Wilfred Gooneratne, of Alfred Cottage, Panadura, "I had a

fall, but so trifling did it seem at the moment that I resumed my place in the field until the end of the game. That night, however, pains commenced in my hip and from then forward, although I underwent an operation in the Hospital, I suffered much and was badly crippled until Dr. Williams' Pink Pills for Pale People brought me much-longed-for ease.

"The symptoms of my trouble were pain and numbness in the left hip which gradually grew worse until at last I was compelled to take to my bed. When I went to Hospital to be operated upon the doctors said that the Sciatic Nerve was contracted and required to be stretched, but although this was done I got no better, my crippled condition remained just the same. I was employed as a teacher at Panadura at this time, and although the school was quite close to my home I had to be driven to and from it in a cart every day. I could not walk any distance.

"It was through reading about Dr. Williams' Pink Pills in the newspapers some three and a half years ago that I gave them a trial.



Mr. G. W. Gooneratne, of Ceylon (from a Photograph).

After taking two bottles of these Pills I felt that the pains and numbness in my leg were decreasing. I went on using the Pills for some considerable time longer, my leg improving as I did so until at last I could walk with freedom and comfort and even climb hills. This happened two years ago, and I have not gone back in the old unhappy condition since." Mr. Gooneratne is employed at the Government Kachcheri, Colombo, Ceylon.

Some of the most remarkable cures wrought by Dr. Williams' Pink Pills for Pale People have been in cases where Hospital treatment failed. These Pills act through the blood. They make healthy pure blood, and good blood feeds the body, enabling it to replace diseased worn-out tissues with new. Most disease is caused by impure blood, Rheumatism, Sciatica, Lumbago, Bile, Eczema, Scrofula, for instance are due to poisons in the blood and Dr. Williams' Pink Pills have cured thousands of cases of these disorders. They are the remedy, too, for Anemia, Indigestion, Liver Complaint, Paralysis, St. Vitus' Dance, Beri-Beri, Early Decay, and the after effects of Fevers, Dysentery, and Chills. Ladies from girlhood to middle life find them an unfailing friend. They are obtainable in most shops where medicines are sold, and also, post free, 6 bottles for \$3/- or one bottle for \$1.50 from the Dr. Williams' Medicine Co., Singapore.

Auctions.

BY ORDER OF THE MORTGAGEES.

MESSRS. HUGHES AND HOUGH have received instructions to sell by
PUBLIC AUCTION,

ON FRIDAY,

the 7th day of September, 1906, at Noon, at their Sales Rooms, 8, Des Voeux Road Central.

THE FOLLOWING.

VALUABLE LEASEHOLD PROPERTY, IN ONE LOT.

All that PIECE or PARCEL of GROUND registered in the Land Office as KOWLOON INLAND LOT No. 540 held for the residue of a term of 74 years created by the Crown Lease thereof dated 3rd October, 1888.

Annual Crown Rent \$566.00.
Area 123,232 sq. ft.

Particulars and conditions of sale may be obtained from—

Messrs. EWENS, HARSTON & HARDING,
Vendor's Solicitors,

or from the Auctioneers,
Hongkong, 23rd August, 1906.

PUBLIC AUCTION.

MR. GEO. P. LAMMERT has received instructions from the Second Mortgagee to sell by
PUBLIC AUCTION,

ON MONDAY,

the 17th day of September, 1906, at 3 o'clock in the afternoon, at his Sale Rooms in Duddell Street,

(Subject to a First Mortgage of \$25,000 and interest)

All that the Vendor's interest as a Second Mortgagee of and in THE RECLAMATION TO MARINE LOT 221 with the Houses situate thereon, and known as 155, Connaught Road Central and 309, Des Voeux Road Central. The premises are held under Reclamation and Possessory Agreements by which the owner of the premises is entitled to a Crown Lease of the same for 999 years upon the terms and conditions contained in such Agreements.

Area 2,240 square feet.
Annual Crown Rent \$42.

For particulars and conditions of sale apply to—

Mr. GEO. P. LAMMERT,
No. 3, Duddell Street,
Auctioneer,

or to
Messrs. JOHNSON, STOKES & MASTER,
No. 8, Des Voeux Road Central,
The Vendor's Solicitors.

Hongkong, 1st September, 1906.

Intimations.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 3,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE,
Manager.

Hongkong, 22nd June, 1906.

BLACKHEAD & CO.,
SHIPCHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,

ST. GEORGE'S BUILDING,
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHMEN'S GENUINE
COMPOSITION RED HAND
AND, HARTMANN'S GREY PAINT,
DUMMLER'S PATENT MOTOR
LAUNCHES.

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM
and

"O. SPECIAL LIQUOR SCOTCH"
WHISKY, &c.

EVERY KIND OF
HIP'S STORES AND REQUISITES
ALWAYS IN STOCK

REASONABLE PRICES.
Hongkong, 7th March, 1905.

FURNITURE WAREHOUSE.

LI-KWONG LOONG & CO.

司公隆廣李
CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE

at
No. 35, DES VOEUX ROAD CENTRAL.
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ltd. Fire and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.
Hongkong, 1st March, 1906.

**THE WINE GROWERS
SUPPLY CO.**



HARRINGTON & Co.

General Agents, Hongkong.

LIQUEURS.

L. ROZET & CO., BORDEAUX.

Special Brands.

Apricot Brandy ... \$2.50 Per Bottle, Quarts.

Blackberry Brandy 2.50 " "

Cherry Brandy ... 1.75 " "

Cherry Whisky ... 1.60 " "

Croix. Jaune ... 2.75 " "

Imperial Orange

Brandy ... 2.75 " "

Mandarine Brandy 2.50 " "

Peach Brandy ... 2.50 " "

BARRETTO & Co.,

Agents,

No. 22, Bank Buildings,
Queen's Road Central,

Hongkong, 29th August, 1906.

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Intimations.

A. S. WATSON & CO.,
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

CLARETS.

	Per Case	Per Case
	12 Bts.	6 Bts.
ST. ESTEPHE	\$ 8.00	\$ 9.00
ST. JULIEN	10.00	11.00
LA ROSE	13.50	14.50
CHATEAU HAUT BRION		
LARRIVET	20.00	22.00
CHATEAU MOUTON		
D'ARMAILLACQ	24.00	26.00
CHATEAU PONTET		
CANET	28.00	—
CHATEAU LA TOUR		
CARNET	33.00	—
CHATEAU RAUZAN	48.00	—
CHATEAU LAFITE	54.00	—

These CLARETS are specially selected and obtained from the LEADING FRENCH GROWERS; they are of exceptional value and in fine condition.

LA ROSE is a good sound wine of exceptional value for the money.

CHATEAU LA TOUR CARNET, CHATEAU RAUZAN and CHATEAU LAFITE are recommended to the notice of Connoisseurs as high-class after-dinner wines.

THE ABOVE PRICES ARE SUBJECT TO 5 PER CENT DISCOUNT.

A. S. WATSON & CO.,
LIMITED.ALEXANDRA BUILDINGS,
Hongkong, 22nd August, 1906.

NOTICE.

Any communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Hom Road, and should be accompanied by the Writer's Name and Address.

The Editor will not undertake to be responsible for any returned MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

Single Copies, Daily, ten cents. Weekly, twenty-five cents.

BIRTHS.

On August 17, at Taihook, the wife of Dr. S. N. BARRINGTON, of twin daughters.

On August 25, at Shanghai, to Mr. and Mrs. E. MORTIMER THOMAS, a son.

MARRIAGE.

On the 2nd September, 1906, at the Synagogue, "Ohel Leah," ALBERT RAYMOND to RICHIE, eldest daughter of Mr. and Mrs. D. H. SIKS, of Hongkong.

DEATHS.

On August 28, on board the *Kosai Maru*, EMILY CHARLOTTE, wife of Alexander S. Wilson, aged 58 years.

On August 29, at Shanghai, EMILY CUPFORTH, aged 29 years.

On the 3rd September, 1906, at the Victoria Hospital, Hongkong, FRANK J. CODY, Jr., son of Mr. and Mrs. F. J. Cody, of Manila, aged 2 years and 1 month.

The Hongkong Telegraph

HONGKONG, MONDAY, SEPTEMBER 3, 1906

HONGKONG'S POSSIBLE RIVAL.

Reference was made in these columns the other day to the significance which must attach to the construction of a railway connecting Canton with Whampoa, and the important effect which the building of the line now in progress may exercise on the trade of Hongkong. In certain quarters it has been thought right to consider the railway in question in *sublimis*, or, in any event, to minimise the results likely to flow from the development of the natural port of South China. Our information received through our Canton correspondent was, however, very explicit as to the terms of the Viceroy's proclamation on the subject, and later intelligence goes to confirm the views which we expressed on a former occasion. The Viceroy's statement outlined the route of the new line, from which it could be seen that after being extended to Whampoa it will proceed to connect Amoy and possibly Swatow with the viceregal capital. It informed the people in the districts concerned that the route had

already been surveyed, that lands were to be bought immediately, and that no attempt on the part of landowners to obstruct the acquisition of the necessary lands would be tolerated. It was also stated that the matter had been referred to the Board of Commerce for approval, and such approval had been obtained. Naturally, those watching the trend of events in South China could not fail to recognise in the construction of the proposed line another link in the chain of provincial improvements which have for their object the elimination of foreign interference—using the word in its milder sense—the development of local enterprises, and the firm determination of the Viceroy, backed by his officials, the gentry and the merchants to raise the Two Kwang out of the slough of apathy and indolence. But apparently those facts have not appealed to the intelligence of some who have their temporary home in Canton, or, at any rate, they have been blinked. No doubt, we are all anxious to see Hongkong maintain her pre-eminence as a port in the Far East but they are poor friends to the Colony, and to the interests of Great Britain, as the great sea-carrying power of the world, if they fail to direct attention to movements which can have no other than a pernicious effect on local trade. Hongkong as a trade centre is threatened on many sides; even Kowloon promises to exert an unfavourable influence on the island—all though, of course, not on the Colony as a whole—once the Kowloon-Canton railway is an accomplished fact. It therefore behoves all concerned in the future of the Colony to regard with the utmost keenness the rapid advance which is being made in all directions by the Chinese under Chinese direction, with Chinese capital, and either by the instigation or with the support of the Chinese Government. That the construction of the line to Whampoa is no myth and that it is viewed in the most serious light by the British authorities, is evidenced by a report which appears in the *Universal Gazette*, a publication which has access to trustworthy sources of information and whose news can generally be relied upon as accurate. It is reported in that journal that the "Hon. M. L. D. Carnegie, the British Charge d'Affaires, has argued with the Waiwupu that the Whampoa Railway, now in the course of building by Viceroy Tsen Chün-hsuan, is against the original agreement and the works should be stopped." In other words, the then principal representative of the British diplomatic service at Peking took immediate steps on learning of Viceroy Shun's scheme to present a protest to the Foreign Office of China against the construction of the line connecting Whampoa with Canton. The question arises: What was the "original agreement" referred to in the above despatch? The *Universal Gazette* believes it to be the undisclosed agreement framed in connection with the Kowloon-Canton railway, but observes that in such case the agreement to which it refers being merely a matter of business undertaking it is no cause for the interference of the British Charge d'Affaires. The probability is that there is a great deal more under the Viceroy's proclamation and the British protest, to the Waiwupu than has yet appeared. Whether our conjecture that it is the intention of the Chinese Government to secure the elevation of Whampoa as a port of call at the expense of Hongkong is correct or not, the fact remains that the matter is much more important than would seem to be appreciated by some parties in Canton, and it is only right that the merchants of both Hongkong and Canton should recognise and endeavour to form some estimate of how their affairs will be affected by the energy and intelligence of the Chinese in South China in prosecuting the extension of the railway system to Whampoa and beyond.

PRE-NUPIAL NOTIONS.

At the reception following a wedding which took place in Hongkong the other day it was noticed that a large proportion of the gifts from the well-wishers of the newly-married couple consisted of envelopes marked "cheque." Although the galaxy of electro-ware and odds and ends which usually adorn such displays was robbed of its brightest constellations there was still solid air of sense about the exhibition of wedding presents which was remarked by all the guests. It may be satisfactory for the moment to be in a position to show the favour in which the couple starting in double harness are held by their friends by an abundance of cheap table-ware and gimcrack jewellery, but the feeling does not endure, for who can picture the thoughts of the bride who receives a succession of such stands and endless cases of plated spoons—which are favourite tokens of esteem—and finds that her home will be overloaded with articles for which, unless she intends to open a hotel or give unlimited parties, she can have no possible use? Moreover, the knowledge that people who are invited to the wedding will probably attempt to overwhelm them with fancy cushions and, possibly, articles which are more useful, is apt to lead the harassed couple to abandon or at least to curtail those pleasant shopping hours which give a fascination to

pre-nuptial days. It must be tantalising to find that all the thought and care lavished on the selection of some essential article of furniture are rendered futile by the generosity of a friend. People in Hongkong have seldom a superfluity of cash—unless they belong to the official or highly-favoured class which inhabits the upper regions—and they cannot therefore afford to throw away money on needless household accessories. In England where it frequently happens that both parties to the wedding contract are endowed with a sufficiency of this world's goods the habit of sending nick-nacks can be understood, but even in England, the useful cheque is appreciated, for even Mr. Chamberlain followed the more satisfactory plan of presenting his son with a cheque on the occasion of the latter's recent wedding. This is a commercial age when the majority of persons may be supposed to know what they want a great deal better than their neighbours. The cheque, therefore, is far more likely to gratify the young couple as a substantial and valuable staff at the gates of a new existence than half a hundred tawdry if glittering articles, which will be presently consigned to secret places as nothing more or less than encumbrances. The general opinion of those who attended the wedding which led to these remarks was emphatically in favour of the new idea; and it might be suggested to those who think of giving presents on similar occasions in future that they should give the modern method of testifying their regard some consideration. If it be more blessed to give than to receive, then the giver will be thrice blessed who looks to the future of the recipient rather than to the ornate display at the reception ceremony.

LOCAL AND GENERAL.

The Chinese Engineering and Mining Co.'s total output of the three mines for the week ending 28th Aug. 1906, amounted to 19,858 tons and the sales during the period to 18,917.32 tons.

FURTHER evidence was taken at the Police Court this afternoon, by Mr. H. J. Gompertz, in the case in which Sanitary Inspector H. J. W. Gidley is charged with accepting bribes, on divers dates, during the months of November and December last year.

VICEROY Tsen Chün-hsuan has been able to get the consent of Viceroy Yuan Shih-kai to engage engineer Kwang, of the Peking-Kalgan Railway, for the Canton Railway, and the said engineer was to leave Tientsin on the 29th August for Canton. — *The Sincere*.

Just as the *s.s. Kaituma Maru* was entering Manila Bay on the 29th ult., reports Captain W. Scott Hunter, commanding that vessel, a Japanese fireman suddenly stabbed a comrade, who was lying in his bunk, to death, and then jumped overboard and was drowned. The motive for the crime is entirely unknown.

At the session of the Original Jurisdiction Court this morning two of the members of the Imperial German Reichstag, Baron von Bahlendorff-Kulpin, and Judge Dr. Lucas, accompanied by their wives and by Dr. Krüger, H. I. G. M.'s Consul-General, were present, as interested spectators, but there was not much of interest for them to see or hear, as the only case before the Court, a big claim on promissory notes, was adjourned, on the application of Mr. M. W. Slide, owing to the illness of one of the principals, and his consequent inability to be present. The case will be heard to-morrow.

MARY will regret to learn of the bereavement which has befallen Mr. Frank J. Cody, of the Bureau of Printing, Ma illa, and Mrs. Cody, in the death of their son Frank, who was only two years old, at the Victoria Hospital, Hongkong, yesterday. Mrs. Cody and family had been on a visit to Japan, and Mr. Cody arrived in Hongkong on the 24th ult., in order to meet his family on their return to the Philippines. Their child contracted a serious attack of dysentery, and expired after three days, although everything was done that care and attention could conceive. Mr. and Mrs. Cody return to Manila to-morrow by the *Taming*.

WITH a view to securing recognition for valuable service rendered during the war in China, by the British steamer *Heckling*, commanded by Capt. J. B. Harris, the Merchant Service Guild have lately submitted to the Admiralty details of the work performed by this vessel. The Guild have received from the Director of Transports (Vice-Admiral G. T. H. Boyes) a communication to the effect that it has been decided to award the transport medal to Capt. Harris and the duly qualified officers and engineers of the *Shengking*. The medals are being forwarded to the officer in charge of His Majesty's Naval establishment at Hongkong for presentation.

WHILE P.C. 112 was on duty in the police pinnace yesterday, in the harbour, and on passing the emigrant-ship *Hong Wan*, he heard cries of "catch thief" coming from the after-part of that vessel. He at once boarded the ship and arrested a coolie, who was being chased about the deck by several men. When the coolie was taken in custody he handed over to the officer \$4.28. A passenger from Singapore then informed the officer that the money was stolen from him. Before landing, he went to his trunk, got out the money, and was making preparations to go ashore, when two men brushed against him. He felt a hand in his pocket and he seized the prisoner. The man was placed before Mr. H. J. Gompertz at the Police Court, this morning, to answer the charge. He explained that he went aboard the ship to look for a clammy. His Worship sentenced him to three weeks' hard labour and six hours' stocks.

THE HONGKONG BILLS.

COUNCIL MEETING ON THURSDAY.

There will be a meeting of the Legislative Council on Thursday, 6th inst., at 2.30 p.m. According to the orders of the day the Attorney General will move the first reading of the following Bills:—A Bill entitled an Ordinance to amend the Code of Civil Procedure; a Bill entitled an Ordinance to amend the Lunacy Ordinance, 1906; a Bill entitled an Ordinance further to amend the Merchant Shipping Ordinance, 1899, and for other purposes; a Bill entitled an Ordinance to amend the Territories Land Ordinance, 1905; a Bill entitled an Ordinance to transfer to the General Revenue certain sums forming part of the Praya Reclamation Fund; and a Bill entitled an Ordinance to amend, the Regulation of Chinese Ordinances, 1884. A meeting of the Finance Committee will be held immediately after the Council.

CRICKET AT QUARRY BAY.

W. J. HILL'S ELEVEN vs. R. D. GALLOWAY'S ELEVEN.

Showery weather attended the progress of the match between the above teams played last Saturday, on the Falkon Recreation Ground, Quarry Bay. A considerable number of spectators was present and remained to the close of the game despite the adverse character of the prevailing climatic conditions. Mr. Hill won the toss, and elected to play first, taking as partner Mr. Macaskill. With the wicket a trifle in the soft side, and the light none too good, both captains did yeoman service for their respective sides. Most of the players were out of practice, and, though the bowling was good, the batting and fielding left much to be desired. However, when a few more matches have been played, and the two elevens brought better together, a decided improvement may be seen. During the second half an amusing spectacle was witnessed when one of the players drove the ball to the Grand Stand and landed it, nearly in his wife's lap. When the score stood at 99 for 8 wickets, in view of the rapidly falling light, Mr. Hill's Eleven decided to retire in favour of the opposing team. Messrs. J. Blake and H. J. Hendry acted as umpires, and at the finish the following scores were registered:—

W. J. HILL'S XI.	
Macaskill, run out	18
W. J. Hill	41
Edmund	21
Ch. H. Saunders, b. C. H. T. C.	1
Dickie, not out	3
Mitchell, b. Harrow, b. Ritchie	0
Grimshaw, not out	0
Gibson	0
Extras	5
Total	90

R. D. GALLOWAY'S XI.	
Triggard, b. Macaskill, b. Macaskill	2
Buchan, b. Macaskill	0
R. D. Galloway, b. Tillman	21
Carrie, b. Macaskill	0
Rutchie, b. Macaskill, b. Tillman	17
Johnston, b. Tillman	0
Davidson, b. Macaskill	0
Dickson, Sen., b. W. J. Hill	2
Wetherston, b. W. J. Hill, b. Macaskill	3
Crosbie, b. Macaskill	2
Bassford, not out	1
Extras	1
Total	49

LEAVING one's purse on the dressing-table and going out penniless is one of those little mistakes in life that are liable to happen to any man, although it is very inconvenient and at times lands one in very awkward situations. Whether this occurred to Basak Singh, a waiter in the Victoria Gaol, no one knows, but the waiter got on an electric car yesterday and when asked for his fare he had none. The tramcar regulations do not encourage the "chit" system, nor would the conductor accept the waiter's card, because the boys have already in their locker the cards of a few Hongkongites and are still hoping to see their faces some day. Basak was removed to the nearest police station and charged. On being placed before Mr. F. A. Hazelard, this morning a fine of \$3 was imposed.

LUCK was against Lam Tin yesterday, when he "priced" a ricksha and went on the streets to accept hire. He had just returned from a long journey and was puffing like a runaway locomotive when a tender-hearted Indian constable, thinking perhaps he could do Lam a good turn, approached and asked for his licence. Lam said he had none. He was only out to see if he would like the job and still had hopes of applying for a licence. He was removed to the station. There was more trouble ahead for Lam. When he got to the station the vehicle was examined and it talked in all respects with the one lost by Wong Yat Wing, a shop-keeper, of 114, Jervois Street. Lam was not only charged with plying a vehicle without a licence, but as he could not give a satisfactory explanation as to how the ricksha came into his possession, and as his excuse of the "ricksha builder's mistake" would not hold water, a charge of unlawful possession was also added. He was placed before Mr. F. A. Hazelard, at the Police Court, this morning, and he was fined \$10 on the first charge. He was found not guilty on the second charge.

THE genial skipper of a local steamship which runs between Bangkok and one of the "pestilential outposts" had invited a few friends for dinner last night, says the *Bangkok Times*. It occurred to the host earlier in the day that game should properly form one item of the menu. So he took counsel with the chief engineer, and they borrowed a launch with lethal intent on the wily snipe bird. They had two guns, a hundred or so of cartridges, and other explosives, in the shape of a case of soda water with its ordinary accompaniment. They landed somewhere up Samson way. After miles of walking over inundated paddy fields, they returned with their "bag." The "chief" had shot one crow, one owl, and a minah, whilst the skipper carried by the feet a small bird, unclassified. Their main grievance was that although ashore, there was nowhere to sit down, but they made up for the deficiency on the way down. In the evening the bird, divested of its plumage, was served up, and each of the guests was invited to guess which of the fowls fell to his lot. The "skipper" lamented that he had fired off ten dollars' worth of ammunition. "Next time, I'll go shooting in the market," he said, "poultry is cheaper there."

HONGKONG SHIP

ACCIDENTS.

"KWONGCHOW" ON THE ROCKS.

SEVERAL PLATES SPRUNG.

The excursion steamer *Kwongchow*, while returning from Macao yesterday forenoon, struck the south-west point of Lantau Island and was jammed on the rocks for nearly an hour. The damage done to the *Kwongchow*, according to her agents, was rather serious, a few plates being torn open and several others dented by the effect of the shock. There were on board the excursion boat at the time over 270 passengers returning from Macao and the force of the impact, it is reported, pitched several passengers out of their chairs, but there was no panic among them.

The *Kwongchow*, the commander of which is Captain Meade, left the wharf at Macao at ten o'clock yesterday morning bound for this port. At eleven o'clock the vessel passed her sister-ship, the *Kwonglung*, which was bound for Macao. Shortly before noon Captain Meade left the bridge in charge of the second Chinese pilot and went below to dinner. Everything was going on smoothly on board when all of a sudden there was a crash, followed by the sound of plates being ripped and torn, and those in the saloon realised that an accident had happened. The captain made for the bridge at once and found his ship wedged between the rocks in a most peculiar position. The *Kwongchow* was going full speed at the time of the disaster and the force of the impact swung her stern around. Every effort was put forth to get the ship off the rocks and about an hour later, at ebb tide, the vessel was successfully refloated.

An examination of the ship followed and as it was discovered that she was making very little water the order of "full speed ahead" was rung on the telegraph and her bows pointed for this port.

She arrived in Hongkong safely at about three o'clock and went to her wharf, where her passengers and cargo were landed. A signal was then hoisted calling men from the dock to pump her out. Two engineers arrived and as it luckily happened that there was a vacancy in the dock the *Kwongchow* was taken to the Hongkong and Whampoa Company's docks at Kowloon immediately her cargo was landed. No damage was done to the cargo.

It was quickly noted about on the arrival of the *Kwongchow* at Hongkong that an accident had occurred and crowds went along the praya to see the vessel. She was lying deep in the water, her bows being only a few feet from the surface while her stern was rising high above the jetty. The screw was kept going at full speed, the idea being that her bows should be kept as high as possible. The water was being churned up, although the vessel made no movement, being held to the wharf by stout ropes. A water boat was called, and pumps sent into the hold of the *Kwongchow*. By this means she was kept afloat until her cargo was removed and she could be docked at Kowloon.

The accident was due to the rudder chain, leading to the bridge, having snapped just as the vessel was passing the island, with the result that she became unmanageable. The *Kwongchow* will be in dock for a few days, a time which she will take up her usual runs.

Praise is due Captain Meade for the prompt measures he adopted to ensure the safety of his fine vessel and it says much for the confidence of the passengers in his seamanship that the majority of them looked on the accident in the light of an unexpected but none the less interesting episode of the passage rather than a serious affair likely to inconvenience them.

"SEXTA" COLLIDES WITH "STRATHMORE."

MORE WORK FOR THE DOCKS.

A collision occurred at the eastern end of the harbour, at about 6.40 o'clock this morning, between the German steamer *Sexta* and the British ship *Strathmore*. The damage done to the *Strathmore* was very extensive, her stern being completely twisted to starboard, while the *Sexta* sustained a few damaged plates on her starboard side.

The *s.s. Strathmore*, which is commanded by Captain H. King, has been a anchor at the eastern end of the city for about a week, discharging a cargo of coal, which she brought up from southern ports. The *s.s. Sexta*, of which Captain H. Knell is in charge, left Wakamatsu on 26th August, bound for Canton, heavily laden with coal.

The *Sexta* entered Lyceum Pass early this morning and on attempting to make for her buoy, she is alleged to have crossed the bows of the *Strathmore*, but in doing so she got too near that vessel, with the result that the starboard side of the *Sexta* fouled the port bow of the *Strathmore*. Those on board the *Sexta* put the wheel over but the ship would not answer and she grazed along the bows of the other ship twisting her stern considerably. After the accident the *Sexta* steamed to her buoy. Both ships will go into dock shortly.

The *Sexta* is a steel screw steamer of 992 registered tons. Her dimensions are:—length, 25 feet; breadth, 37 feet 8 inches; and depth, 18 feet 3 inches. She flies the German flag. Her local agents are Messrs. Siemens and Company. The *Strathmore* is also a steel screw steamer, built at Newcastle in 1894. Her registered tonnage is 2,296 tons. Her dimensions are:—length, 350 ft.; breadth, 43 ft.; and depth, 19 ft. 3 in. She is registered at Glasgow and owned by Messrs. W. R. Corfield and Company. Her local agents are Messrs. Dodwell and Company.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

TRAGEDY AT SHANGHAI.

RIVAL LOVERS' QUARREL.

HONGKONG MAN IMPLICATED.

[From Our Own Correspondent.]

Shanghai, 3rd September, 2.20 p.m.

Peter Hyndman, who was formerly connected with Hongkong, has been arrested here on a charge of shooting Harry Smith, of the China Printing Company, and a Mrs. Rose, on Saturday night.

The prisoner Hyndman is alleged to have tracked his fiancée, Mrs. Rose, to Smith's house. There he found the couple, it is stated, in a bedroom, and he immediately shot Smith with fatal effect, and turning his weapon on Mrs. Rose shot and critically wounded her.

Medical assistance was immediately called, but proved of no avail in the case of Smith.

From a letter which has been discovered it appears that Hyndman followed Smith with the intention,

it is alleged, of killing him and afterwards committing suicide.

Mrs. Rose lies in a very critical condition.

Hyndman made a clear statement to the police regarding the crime.

[Peter Hyndman was long resident in Hongkong, being educated here and afterwards employed with the firm of Lurgens, Eismann and Co. He left Hongkong for Shanghai about three years ago. It is stated that his age is about 28 years. His father, in whom the utmost sympathy will be expressed, was formerly engaged as book-keeper with the China Sugar Refining Company and is now the teacher of English in the Commercial School at Macao. The accused has two surviving brothers in Hongkong.—Ed., N.C.D.]

[N. C. D. News.]

A Constitution for China.

JAPANESE COMMENT.

Tokio, 24th August.

In a leading article to-day the *Fiji States* that China's constitutional scheme is marked by moderation and discretion as it is proposed that there should first be representative government in the provinces, simultaneously with an improvement in communications. It is found that there is no popular demand for representative government, the scheme may be abandoned at any time. The Powers however, ought to assist and guide China in her admirable aspirations.

"Death for Death."

London, 29th August.

A so-called "Death for Death" Society has been formed in St. Petersburg and warns the terrorists that vengeance is imminent for the outrage at M. Stolypin's residence.

VICEROY SHUN.

PROBABLE TRANSFERENCE TO THE YUN-KUEI PROVINCES.

It is reported from Peking, says the *N. C. Daily News*, that owing to the recent lately of several successive memorials from H. E. Ting Chen-to, Viceroy of the Yun-Kuei provinces, asking for permission to resign his post, His Majesty the Emperor under the advice of the Grand Council may probably transfer H. E. Tsen Chün-hsuan, Acting Viceroy of the Two Kwang provinces, over to the former Viceroyalty. As Viceroy Tsen Chün-hsuan is unpopular in the Two Kwang Viceroyalty and the Yun-Kuei Viceroyalty was over thirty years occupied by that official's father, the late Tsen Yü-yung, it is thought that perhaps the son will be able to rule the provinces of Yunnan and Kuei-hou as well as his father before him. Formerly the great question in that Viceroyalty was the Mahomedan population of Yunnan provinces. These, however, eventually gave the Government the opportunity of desired of solving it by uniting a Ghazni, a holy war, in imitation of other co-religionists of Shensi and Hsien-Tsai. The Ghazni was that the Chinese Mussulmans of Yunnan were practically wiped out of existence by the Imperial armies, a moiety only of the former managing to escape into Burma.

SHIPPING AND MAILS.

Canadian (*Empress of Japan*) 4th inst. English (*Devonia*) 5th inst., 6 a.m. Australian (*Australasian*) 6th inst. German (*Arcton*) 6th inst. German (*Gneisenau*) 10th inst., evening. Canadian (*Montreal*) 11th inst. German (*Sachsen*) 11th inst. Indian (*Kutang*) 13th inst.

The *s.s. Denbigh* left Singapore on 31st ult., at 5 p.m., and is due here on 7th inst. The *s.s. Prince Waldemar*, which left here on 28th ult., arrived at Shanghai on 31st ult., 12 a.m.

The Imperial German Mail *s.s. Prinz Heinrich*, which left here on 28th ult., arrived at Shanghai on 31st ult., 10 a.m.

The Imperial German Mail *s.s. Sachsen* left Kobe via Nagasaki and Shanghai on 2nd inst., p.m., and may be expected here on 11th inst.

The C. P. R. Co.'s *s.s. Empress of India* arrived at Shanghai at 11.30 p.m., on 1st inst., and left again at 6 a.m., 2nd inst., for Nagasaki where she is due to arrive at noon, on 3rd inst.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

FAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.		STEAMERS	DUE
GLASGOW and LIVERPOOL	"MOVUNE"	13th September.	
GLASGOW and LIVERPOOL	"AGAMEMNON"	13th "	
GLASGOW and LIVERPOOL	"CALCHAS"	20th "	
GLASGOW and LIVERPOOL	"MENELAUS"	27th "	
GLASGOW and LIVERPOOL	"NINGCHOW"	27th "	

HOMeward.		STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"DIOMEDE"	11th September.	
GENOA, MARSEILLES & L'POOL	"PELEUS"	20th "	
LONDON, AMSTERDAM & ANTWERP	"CYCLOPS"	25th "	
HAVRE, ROTTERDAM & L'POOL	"KINTUCK"	30th "	

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON PORTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, and NAGASAKI, KOBE and YOKOHAMA	"NINGCHOW"	29th September.

WESTWARD.

FROM	STEAMER	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"STENTOR"	8th September.

The S.S. "Stentor," from Pacific Ports, left Kobe on the 31st ultimo for this port, via
Moji and Nagasaki, and is due on or about the 8th instant.
For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 3rd September, 1906.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI and CHINKIANG	"TIENTSIN"	4th September.
MANILA	"TAMING"	4th "
NINGPO and SHANGHAI	"KIUKIANG"	5th "
TIENTSIN	"HUICHOW"	7th "
CHEFOO and NEWCHWANG	"KWEIYANG"	8th "
SHANGHAI	"YOOHONG"	8th "
MANILA	"TEAN"	11th "

MANILA, ZAMBOANGA, PORT DAR-
WIN, THURSDAY ISLAND, COOK-
TOWN, CAIRNS, TOWNSVILLE,
BRISBANE, SYDNEY & MELBOURNE.
Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light Unrivalled table. A duly
qualified Surgeon is carried.
Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 3rd September, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	1540	R. Almond	MANILA (DIRECT)	SATURDAY, 8th Sept., at Noon.
ZAFIRO	1540	R. Rodger	"	SATURDAY, 15th Sept., at Noon.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 1st September, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast.)

Steamship	About
"SOUTH AMERICA"	10th October.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 27th August, 1906.

Dentistry.

Dr. M. H. OHAUN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VOUEX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 12nd July, 1906.

TSIN TING,
LATEST METHODS OF DENTISTRY,
STUDIO AT NO. 14, D'AGUIAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 10th July, 1906.

Shipping—Steamers.

HAMBURG-AMERIKA
EAST ASIATIC SERVICE.

HOME-LINE.

STEAMERS	DESTINATIONS	TO SAIL
SUEVIA	YOKOHAMA AND KOBE	5th September.
SEGOVIA	KOBE AND YOKOHAMA	13th September.
BRISGAVIA	SHANGHAI, YOKOHAMA AND KOBE	28th September.
HABSBURG	SHANGHAI, YOKOHAMA AND KOBE	29th September.
SITHONIA	SHANGHAI, YOKOHAMA AND KOBE	14th October.
C. FERD. LAEISZ	SHANGHAI, YOKOHAMA AND KOBE	28th October.

HOMeward.

*SILESIA	NAPLES, HAVRE, BREMEN and HAMBURG.	6th September.
Capt. Bahl	Via SINGAPORE, PENANG and COLOMBO	
HELVETIA	HAVRE and HAMBURG.	10th September.
Capt. Neumann	Via SINGAPORE, PENANG and COLOMBO	
*SCANDIA	NAPLES, HAVRE, ANTWERP & HAMBURG.	20th September.
Capt. v. Döhren	Via SINGAPORE, PENANG and COLOMBO	
LIBERIA	HAVRE and HAMBURG.	22nd September.
Kier	Via SINGAPORE, PENANG and COLOMBO	
SENEGAMBIA	HAVRE and HAMBURG.	2nd October.
Capt. Peter	Via SINGAPORE, PENANG and COLOMBO	
SEGOVIA	HAVRE, BREMEN and HAMBURG.	16th October.
Capt. Schoenfeldt	Via SINGAPORE, PENANG and COLOMBO	
*HABSBURG	NAPLES, HAVRE and HAMBURG.	30th October.
Capt. Filler	Via SINGAPORE, PENANG and COLOMBO	
BRISGAVIA	HAVRE and HAMBURG.	13th November.
SITHONIA	Via SINGAPORE, PENANG and COLOMBO	
Brehmer	HAVRE and HAMBURG.	27th November.
RHENANIA	Via SINGAPORE, PENANG and COLOMBO	
von Hoff	HAVRE and HAMBURG.	11th December.

This steamer, specially built for the tropics, has splendid accommodation for first class
passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa
table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons,
smoking room, etc.
The steamer is lighted throughout by electricity and carries Doctor, Stewardess and
Washerwoman.

The "RHENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong,
Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be
followed by s.s. "HABSBURG," s.s. "HOHENSTAUEN," s.s. "SCANDIA," and s.s. "SILESIA."

COAST SERVICE.

KOWLOON SHANGHAI AND CHINKIANG. Freight and Passengers.
Taking Cargo at through rates to Tsingtao and Chemulpo.
For Freight and Passage, apply to
HAMBURG-AMERIKA LINIE
HONGKONG OFFICE.
For steamers of the Coast Service marked † to
SIEMSEN & CO.
Hongkong, 3rd September, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SINGAPORE, PENANG & CALCUTTA, NAMSANG	"HANGSANG"	TUESDAY, 4th Sept., 3 P.M.
SHANGHAI	"HANGSANG"	FRIDAY, 7th Sept., 4 P.M.
MANILA	"LOONGSANG"	FRIDAY, 7th Sept., 4 P.M.

These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.
Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 3rd September, 1906.

TOYO KISEN KAISHA.
SOUTH AMERICAN LINE.
Regular Steamship Service between
HONGKONG, SALINA CRUZ, CALLAO
and IQUIQUE, via JAPAN PORTS.
Will be sent to VALPARAISO if sufficient
inducement.
THE Steamship
"GLENFARG," 4,000 tons,
will be despatched as above, on TUESDAY,
the 11th September, at Noon.
"KASADO MARU," 6,000 tons,
Taking Freight and Passengers to other
Western Coast Ports of South America.
The above Steamers have splendid Accom-
modation and are fitted throughout with Electric
Light. A duly qualified Surgeon is carried on
each boat.
For further information, apply to
K. MATSUDA,
Manager,
York Building.
Hongkong, 24th August, 1906.

THE AMERICAN & ORIENTAL LINE.
FOR BOSTON AND NEW YORK.
(With liberty to call at the Malabar Coast.)
THE Steamship
"FOXLEY,"
Captain Butcher, will be despatched for the
above Ports, on SATURDAY, the 8th
September.
For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, 31st August, 1906.
"SHIRE" LINE OF STEAMERS.
FOR LONDON AND ANTWERP.
THE Steamship
"RADNORSH RE"
will be despatched for the above Ports, on
or about the 20th of September.
For Freight and Passage, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 17th August, 1906.

Consignees.
NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.
NOTICE TO CONSIGNEES
THE Steamship
"PRINZ HEINRICH,"
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk in the hazardous
and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Com-
pany, Limited, Kowloon, whence delivery may
be obtained.
Optional Cargo will be forwarded unless
notice to the contrary be given before 6 A.M.
TO-MORROW.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 3rd of September, will be
subject to rent.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on MONDAY, the 3rd of September,
9.30 A.M.
All Claims must reach us before the 8th of
September, or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Undersigned.
NORDDEUTSCHER LLOYD.
MELCHERS & Co.,
Agents.
Hongkong, 27th August, 1906.

FROM HAMBURG, BREMEN, PENANG
AND SINGAPORE.

THE H. A. L. Steamship
"SENEGAMBIA,"
Captain Peter, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.
Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.
Any Cargo impeding her discharge will be
landed into the hazardous and/or extra hazar-
dous Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, and stored at
Consignees' risk and expense.
All Claims must be presented within ten
days of the steamer's arrival here after which
they cannot be recognized.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 3rd September, will be
subject to rent.
All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 3rd September, at 3 P.M.
No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE.
Hongkong Office.
Hongkong, 27th August, 1906.

To Let.

TO LET.

GROUND FLOOR, No. 4, Des Voeux Road,
now occupied by Madam Jays, suitable
for Banking Office. It provides a good strong
room also.

SECOND FLOOR of No. 5, Queen's Road
Central, known as "Victoria Building," con-
taining several Large Rooms, suitable for
Offices.

TWO LARGE ROOMS and TWO SMALL
ROOMS in No. 2, Ice House Street, suitable
for Offices.

ONE ROOM and BATHROOM in College
Chambers, No. 31, Wyndham Street.

No. 5, Peddar's Hill, 5-ROOMED DWELL-
ING HOUSE with Servants' Quarters.

DAVID SASSOON & Co., LIMITED.
Hongkong, 29th August, 1906.

TO LET.

No. 1, "HILLSIDE," THE PEAK.

A HOUSE in WONG-NEI-CHONG ROAD,
OFFICES in KING'S BUILDING and
YORK BUILDING.

GODOWNS on PRAYA EAST.

A HOUSE in CLYTON GARDENS, Con-
duit Road.

A HOUSE in RIFON TERRACE.

FLATS in MORETON TERRACE.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 28th August, 1906.

TO LET.

GODOWN, No. 3, NEW PRAYA, Kennedy
Town.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 1st August, 1906.

TO LET.

A HOUSE in KNUTSFORD TERRACE,
KOWLOON.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 31st July, 1906.

TO LET.

SHAMSEEN, CANTON.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 5th July, 1906.

TO LET.

TWO GODOWNS at 1st Point, close to
the Water, suitable for the storage of
any Cargo.

Floor Area 6,100 square feet each.

Apply to—
JARDINE, MATHESON & Co.,
Hongkong, 20th January, 1906.

TO LET.

HOUSES in MORRISON HILL GAP ROAD
4 Rooms with necessary Bathrooms and
Servants' Quarters. Cheap Rentals.

EUROPEAN FLATS in "WILD DELL"
BUILDINGS, No. 147, Wanchai Road. Each
suite contains Bathroom and Kitchen. Very
Low Rent.

GODOWN, No. 9, "WILD DELL" BUILD-
INGS.

Apply to—
PERCY SMITH & SETH,
Accountants and Auditors, &c.,
5, Queen's Road Central.
Hongkong, 24th July, 1906.

HOTEL MANSIONS.

ROOMS TO LET on the 4th Floor, Un-
furnished, as Offices or Chambers.

Apply to—
THE SECRETARY,
Hongkong Hotel Co., Ltd.
Hongkong, 9th July, 1906.

For Sale.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.75 per Cask
ex Factory.

In Bags of 250 lbs. net \$2.80 per Bag
ex Factory.

Apply to—
SHEWAN, TOMES & Co.,
General Managers,
Hongkong, 30th September, 1906.

NOTICE.

THE Public are hereby informed that no
change has been made in the rates of
subscription to the Hongkong Telegraph and
they are warned against paying more than
TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 10th September, 1906.

THE PHILIPPINE PESO.

REASONS FOR RE-COINAGE.

[Continued from page 3.]

The necessity of abandoning silver as a
standard coin together with the necessity of its
continued use to supply a sufficient quantity of
currency brought into prominence a neglected
principle of monetary science which had been
foreshadowed in the writings of Ricardo, the
celebrated English economist. So long as
nature had been left to set the limit on the
amount of the precious metals coined, and the
limit thus set worked fairly well, little thought
was given to the question of the relation be-
tween the supply of the metals and the value of
the currency coined therefrom. It was then
seen very clearly that many of the economic
disturbances in the past were in part due to
the sudden changes in the supply of the pre-
cious metals whereas they had been attributed
to other forces.

In the light of this new principle, that the
value of money like other commodities is mea-
sured by its supply, it was then proposed to
make gold the sole standard of value, for the
price of gold had remained constant, despite
the considerably increased production of that
metal. At the same time in order to supply a
sufficient quantity of money with which to
meet the needs of business, silver coins of the
same size and denominations as formerly were
used. The value of these coins was fixed, not
on the basis of their silver content, but as a
definite proportion of the standard gold
coin of the country and its value kept
constant at that proportion by regulating
artificially its supply. As, for example, the
United States silver dollar still continues
to represent the exact value of a gold dollar
though the value of its silver content is only
about half the value of a gold dollar. Its value
is kept constant by limiting the supply of them
and being willing at all times to exchange a
gold dollar for a silver dollar.

One of the first serious problems that pre-
sented itself to the Philippine Commission was
the establishment of a new currency system
for the Islands which should embody the es-
sential element of a stable standard of value.
The industries of the Islands like those of all
other silver standard countries were prostrated
from the effects of a fluctuating standard of
value. It was evident that gold could form no
part of our currency, owing to the facility with
which gold is absorbed by the Asiatics. Some-
what of a departure must therefore be made
from the ordinary gold standard as in use
in other countries. To meet the new con-
ditions a theoretical gold peso was devised to
contain so many grains of fine gold
equivalent to one half the value of the
United States gold dollar and the Islands
supplied with a sufficient quantity of standard
silver pesos with which to transact all its
business. By regulating the supply of these
pesos the value was to be kept constant at the
value of the theoretical gold peso.

The introduction of such a system into the
Island was sure to cause considerable hard-
ship, in the same way that a necessary surgical
operation may cause pain to the patient. That
the introduction of the new system resulted
in a loss of 25 per cent. of the "public wealth"
(by which term is probably meant the circulating
medium) is manifestly absurd for two
reasons: First, the process of redemption has
up to date entailed an actual loss upon the
Treasury, rather than showing a gain of 80 per
cent. of the above estimated loss as stated in
the discussion under consideration. Second
—the larger part of the local currency was
withdrawn from circulation at a time when
prices had largely adjusted themselves to the
new currency and while the difference in value
between the new and the old peso was only
from 10-13 centavos. The local currency had
for years circulated at its bullion value and
there was nothing unjust in the Government
buying it in at a rate fixed on the bullion value
of the silver contained. The only hardship
worked on the people was during the short
period when the high prices due to the cheaper
Mexican peso were maintained while people
had only a more valuable peso with which to
purchase goods. It was not long, however,
after the enforced use of the new currency be-
fore competition lowered the prices of goods to
suit the newer and more valuable peso.

In determining just how much silver should
be put into the new peso two important con-
siderations presented themselves. First, the
size and denomination of the new peso should
be similar to those formerly in use. Second,
the amount of silver contained should be
sufficiently less than its face value at all
times so there would be no object in export-
ing it in payment of foreign debts as was
the case with the Mexican peso, otherwise there
would be no way of controlling the supply, and
through the supply, the value. The new peso
is designed for use solely within the Philip-
pines and the settlement of foreign debts pro-
vided for otherwise.

At the time the weight and fineness of the
peso were determined upon silver had reached
the lowest known price and the indications
seemed to point to a continued low price for
some years owing to the large number of pro-
ductive silver mines lying idle which were
ready to resume operations upon a slight in-
crease in the price of silver. It was therefore
the general opinion that a difference of about
25 centavos between the face and bullion val-
ues of the peso would be sufficiently great, in
view of the probable range in the future price
of silver, to keep the bullion value sufficiently
under the face value to prevent exportation,

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, AUSTRALIA,
ADEM, EGYPT, MAR-
SEILLES, LONDON,
HAYRE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.

The S.S. "CALEDONNIEN."

Captain Gregor, will be despatched for MAR-
SEILLES TO-MORROW, the 4th September,
at 1 P.M.
Passage tickets and through Bills of Lading
issued for above ports, and for Australia with
prompt transhipment at Colombo.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—
S.S. POLYNESIEN 18th September.
S.S. SALAZIE 2nd October.
S.S. OCEANIE 16th October.

G. DE CHAMPEAUX,
Agent.

Hongkong, 3rd September, 1906.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEM, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON
(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE S.S. "MALTA."

Captain R. A. Peters, carrying His Majesty's
Mails, will be despatched from this for
BOMBAY on SATURDAY, the 8th September,
at Noon, taking Passengers and Cargo for the
above Ports in connection with the Company's
S.S. Macedonia, 10,512 tons, from Colombo.
Passengers' accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London, other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. Arcadia,
due in London on the 21st October, 1906.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 25th August, 1906.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

	Per Case.
BRANDY	\$22.50
"	20.00
"	16.75
WHISKY, FINE MALT	20.00
" JOHN WALKER & SONS' OLD HIGHLAND	12.50
" C. P. & CO'S SPECIAL BLEND	10.50
PORT WINE, INVALIDS	20.00
" DOURO	13.75
SHERRY, AMOROSO	20.00
" LA TORRE	16.00
BENEDICTINE, D.O.M.	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

ACHEE & CO.
ESTABLISHED 1859.

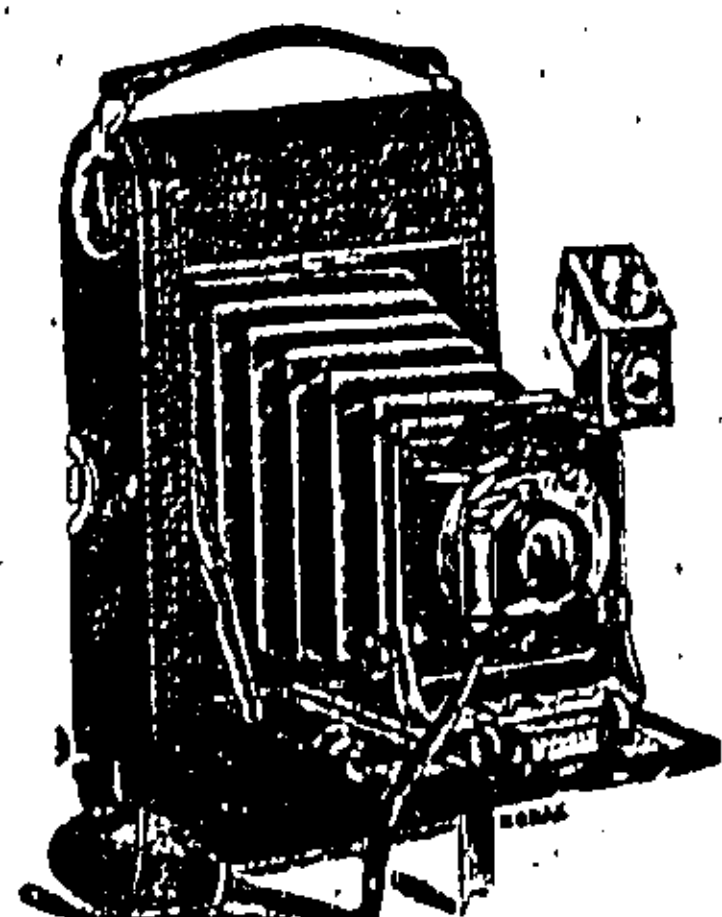
FURNITURE,

GENERAL HOUSEHOLD

REQUISITES.

&c. &c. &c.

Telephone 256.



DEPOT

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.
Hongkong, 26th May, 1905.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	25,000	\$125	\$125	\$1,000,000 \$10,250,000 \$210,000	\$17,247	\$1.15/- @ Ex. 2/11 = \$16.47 for first half- year 1906	1 1/2 %	\$835 ex div. London £03.15/- ex div.
National Bank of China, Limited	99,925	£7	£6	\$1,000,000 \$147,855	\$74,097	\$2 (London 3/6) for 1905	...	\$47
MARINE INSURANCES.								
Anton Insurance Office, Limited	10,000	\$250	\$50	\$1,600,000 \$147,855	\$211,510	\$20 for 1904	6 1/2 %	\$325
North China Insurance Company, Limited	10,000	£15	£5	\$1,000,000 Tls. 100,000 Tls. 50,000	Tls. 302,053	Interim div. of 7/8 @ ex 2/10 15/16 Tls. 2.62 on account 1905	6 %	Tls. 85 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$2,000,000 \$40,000 \$311,111 \$1,157,844 \$1,609,279 \$800,000	\$172,271	Interim div. of 13/- for 1905	4 1/2 %	\$785
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$61,778 \$15,527 \$1,000,000 \$229,418 \$2.6 A	\$504,334	\$10 and \$3 special dividend for 1904	8 1/2 %	\$175 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$229,418 \$2.6 A	\$344,018	\$6 for 1904	6 1/2 %	\$93
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$60	\$1,220,928	\$422,018	\$25 for 1904	7 1/2 %	\$325 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$6,000 \$264,338 \$88,941	\$6,563	\$1 1/2 for 1905	6 1/2 %	\$24
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$250,000 \$600,000 \$144,386 \$120,000 \$280,918 \$3,999	Nil	\$3 1/2 for year ended 30.6.1905	7 1/2 %	\$47
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$600,000 \$144,386 \$120,000 \$280,918 \$3,999	\$5,464	\$1 for 1st half-year 1906	7 1/2 %	\$58 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$1,000,000 Tls. 10,000 Tls. 20,000 \$400,000 \$4,444	£2,472	10/- @ ex. 2/1 9/16 = \$1.69 Interim div. of Tls. 2 1/2 @ ex 1906 Interim div. of Tls. 1 1/2 @ ex 1905 1/- (Coupon No. 6 for 1905	6 1/2 % 8 1/2 % 6 1/2 % 4 %	\$74 Tls. 60 sellers Tls. 10 buyers 27/6 buyers
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	\$400,000 \$4,444	Tls. 2,156	Interim div. of Tls. 2 1/2 @ ex 1906 Interim div. of Tls. 1 1/2 @ ex 1905 1/- (Coupon No. 6 for 1905	8 1/2 % 6 1/2 % 4 %	Tls. 60 sellers Tls. 10 buyers 27/6 buyers
Star Ferry Company, Limited	10,000	\$10	\$5	Tls. 98,000 Tls. 307,479 Tls. 28,000 Tls. 81,200	\$218	\$1.50 for year ending 30.6.1906	4 1/2 % 3 1/2 %	\$29 Tls. 45 buyers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	\$850,000 \$450,000 \$86,129	\$13,613	Interim div. of Tls. 2 account 1906	6 %	Tls. 45 buyers
REFINERIES.								
China Sugar Refining Company, Limited	7,000	\$100	\$100	\$1,000,000 \$450,000 \$86,129	\$40,914	Final of \$15 making \$25 for 1905	1 1/2 %	\$160 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	\$132,588	\$2 for 1907	...	\$221 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 3,723	Tls. 2 1/2 for year ending 30.6.04	...	Tls. 80 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$80,000 £26,011	£13,355	1/- (No. 6) interim div. for 12 months ending 31.12.05	7 %	Tls. 10 buyers
Central Consolidated Mining Company, Limited	500,000	G. \$10	G. \$10	none	G. \$90,050	Final of 10 cents making G. \$1 for 1905	7 %	G. \$14 nominal
Gold Australian Gold Mining Company, Limited	50,000	£1	£1	£4,473	£8,745	No. 12 of 1/- = 48 cents	...	\$7
DOCKS, WHARVES & GODOWNS.								
Fenwick (Gen.) & Co., Limited	18,000	\$25	\$25	\$70,000	\$8,915	\$2 for 1905	9 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	£10	£10	\$50,000 \$50,000 \$20,000	\$20,040	\$2 1/2 for a/c 1906	6 %	\$102 1/2 ex div.
Whangpoo and Whampoa Dock Company, Ltd.	10,000	£10	£10	\$40,500	\$92,087	\$6 for first half-year ending 30.6.06	8 1/2 %	\$135
New Amoy Dock Company, Limited	10,000	£10	£10	\$40,500	\$2,221	\$1 for 1905	5 1/2 %	\$18
Shanghai Dock and Engineering Co., Ltd.	25,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 487,210	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	7 1/2 %	Tls. 104 sales
Shanghai and Hongkew Wharf Company, Limited	32,000	Tls. 100	Tls. 100	Tls. 57,065	Tls. 57,665	Interim div. of Tls. 8 on account 1906	5 1/2 %	Tls. 240 ex div.
Yangtze Wharf and Godown Company, Limited	7,500	Tls. 100	Tls. 100	Tls. 30,000	Tls. 5,668	Tls. 18 for 1905	8 %	Tls. 225 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	none	none	First year	...	Tls. 102 sales
Star House Hotel Company, Limited (Shanghai)	20,000	\$25	\$25	\$29,516	\$4,418	\$3 for year ending 30.6.1906	10 %	\$30
Central Stores, Limited	6,000	\$15	\$15	none	\$4,714	\$2.40 on \$12 for 1905	13 1/2 %	\$18 sales
Do. (new issue)	24,000	\$15	\$15	none	...	7 % on \$7 1/2 for 1905	...	\$15 sales
Do. (Founders')	123	\$15	\$15	...	...	None	...	\$300 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$64,075 \$19,075	\$10,057	\$5 for first half-year for 1906	8 1/2 %	\$115 ex div. b.
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	\$20,000	\$67,830	Interim div. of \$3 1/2 account 1906	6 1/2 %	\$110
Hotel des Colonies Company, Limited	10,000	Tls. 25	Tls. 25	Tls. 20,773	Tls. 1,935	Final of 6 % for 1905	16 %	Tls. 1 1/2 sellers
Hotel Metropole Company, Limited	2,000	\$100	\$100	none	\$4,699	Final of \$6 making \$10	10 %	\$100
Thompsons Estate & Finance Company, Limited	10,000	\$10	\$10	\$208,386 \$50,000	\$5,070	80 cents for 1905	7 %	\$112 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$574	\$2 1/2 for 1905	6 1/2 %	\$59
Shanghai Land Investment Company, Limited	12,000	Tls. 50	Tls. 50	Tls. 809,911 Tls. 170,000	Tls. 52,194	Tls. 3 for half-year 1906	5 1/2 %	Tls. 110
West Point Building Company, Limited	12,500	\$50	\$50	none	\$772	Interim div. of \$2 account 1906	8 %	\$50
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	10,000	Tls. 50	Tls. 50	Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 31.10.1905	10 1/2 %	Tls. 77 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	15,000	\$10	\$10	\$30,000	\$23,264	\$1 for the year ending 31.7.05	6 1/2 %	\$152
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 100,000	Tls. 18,718	3 1/2 a/c 1898	...	Tls. 68 sellers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 30,760	Tls. 8 for 1905	9 1/2 %	Tls. 82 buyers
Soy Chee Cotton Spinning Company, Limited	7,000	Tls. 500	Tls. 500	Tls. 18,456	Tls. 35,986	Tls. 25 for 1905	7 1/2 %	Tls. 320 buyers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	none	\$1,066	\$7 for 1905	7 1/2 %	\$90 buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£814	£856	1/3 per share for 1905	8 1/2 %	\$7
Campbell, Monie & Co., Limited	1,200	\$10	\$10	\$9,000	\$1,097	\$1 for 1905	9 1/2 %	\$30
China-Borneo Company, Limited	60,000	\$12	\$12	none	...	\$1 for 1904	...	Tls. 65 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 1,219	Final of Tls. 5 making Tls. 10 for 1905	15 1/2 %	\$104 sales
China Light and Power Company, Limited	10,000	\$10	\$10	none	\$1,219	60 cents for year ended 28.2.06	6 %	\$9.50 buyers
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000	\$1,681	80 cents for 1905	8 1/2 %	\$17
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$25,000	\$2,864	\$1.20 for year ending 31.7.1905	7 %	\$22 buyers
Green Island Cement Company, Limited	200,000	\$10	\$10	\$500,000	\$52,291	Int. div. of 75 cents for 1-year ended 30.6.06	9 %	\$23 1/2 buyers
Hall & Holtz, Limited	21,000	\$20	\$20	\$100,000	\$20,893	\$2 1/2 for year ending 28.2.06	10 1/2 %	\$14 1/2 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$2,508	\$1.00 for 10 months ending 28.2.06	8 1/2 %	\$215 ex div.
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$100,000	\$3,776	1st div. of \$10 for 10 months ending 18.10.05	10 1/2 %	\$236
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$10,000	\$5,813	Int. div. of \$4 for 1-year ended 30.6.06	8 %	\$29
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$2,500	...	\$9 for 1905 on 5 shares	6 1/2 %	\$8
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	Tls. 547,507 Tls. 27,603	Tls. 10,374	Final of 11 cents making \$1 for the year... second interim div. of Tls. 7 1/2 making Tls. 15 so far a/c yr. ended 31.10.06	12 1/2 % 9 1/2 %	Tls. 240 sales \$5 buyers
Maatschappij tot Mijn. Bosch en Landbouwex- ploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 27,603	Dr. P. 34,324	None	...	Tls. 125 buyers
Philippine Company, Limited	7,500	\$10	\$10	none	...	Interim dividend of Tls. 3 1/2 account 1906	6 1/2 %	Tls. 50 sellers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 165,000	Tls. 11,017	Tls. 6 for 1904	12 %	Tls. 135 ex div.
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 4,000	Tls. 2,753	Interim div. of Tls. 5 account 1906	10 1/2 %	Tls. 80 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 24,820 Tls. 25,000	Tls. 1,452	Final of Tls. 3 making Tls. 5 for 1905	6 1/2 %	Tls. 360
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 25,000	Tls. 85,592	Interim div. of 15/- for 1-year 1905 Interim div. of 5/- for 1-year 1906	...	Tls. 280
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 190,000	Dr. \$41,934	None	...	\$21 1/2
South China Morning Post, Limited	6,000	\$25	\$25	none	\$1,131	50 cents for year ended 31.5.05	8 1/2 %	\$6
Steam Laundry Company, Limited	20,000	\$5	\$5	none	...	Interim of Tls. 4 for year 1905/6	7 1/2 %	Tls. 105
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,205 Tls. 4,000	Tls. 1,012	{70 cents } for year ended 31.5.1906 \$9.93	8 1/2 % 6 1/2 %	\$8 \$150
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	\$25,000	\$752	Final of 50 cents making 11/- for 1905	7 1/2 %	\$13
Do. (Founders')	100	\$10	\$10	\$100,000	\$752	Interim div. of 50 cts. for the year 1905/6	10 %	\$10 buyers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$25,000	\$676	...	...	...
William Powell, Limited	15,000	\$10	\$10	\$4,500	...	...	...	...
DIVIDENDS PAYABLE								
Shanghai-Sumatra Tobacco Co., Ltd.	Tls. 4							7th September
Hk. Cotton Spinning, Weaving & Dyeing Co., Ltd.	\$1.25							9th September
Maatschappij tot Mijn-Boschen Land- bouwexploitatie in Langkat	Tls. 7 1/2							15th September